

# The Hong Kong Daily Press.

No. 3973

就三十七百三十八第

日四初月九午十緒光

HONGKONG, WEDNESDAY, OCTOBER 22ND, 1884.

三釋酒

號二十二月十英華香

PRICE \$2 PER MONTH

## SHIPPING.

## INTIMATIONS.

## BANKS.

## AUCTIONS.

## INTIMATIONS.

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**ARRIVALS.**  
October 20, KONG BENG, British steamer, 802.  
Mr. Jones, Bangkok 13th October, General.  
—XUEN FAT HONG.  
October 21, LORE, British steamer, 1,035. Wm. Hunter, Martine and Padraor. Bay 16th  
October. Salt.—TUNG KEE & Co.  
October 21, ZAFIRO, British str., 675. Talbot, Manila 15th October, General.—ROUSSEL & Co.  
October 21, SAN PABLO, American str., 2,121. Reed, San Francisco 25th September, and Yokohama 15th October, Mail and General.—O. & O. S. S. Co.  
October 21, AMATISTA, British steamer, 522. T. Hamlin, Illinois 17th October, General.—RUSSEL & Co.  
October 21, MERIONETHSHIRE, British str., 1,245. D. Williams, Swan 20th October, General.—ADAMSON, BELL & Co.  
October 21, KINGFAL, American steamer, 600. G. Buchanan, Newhaven 14th October, General.—RUSSEL & Co.  
October 21, VENICE, French gunboat, Poitouay, Keeling 16th October.  
October 21, GATSBY D., British steamer, 227. Scott, Pakhoi 16th October, Hollow 19th, and Macao 21st, General.—ADAMSON, BELL & Co.

**CLEARANCES.**  
AT THE HARBOUR MARTELS OFFICE  
21ST OCTOBER.

Cheng H. Kian, British str., for Swatow.  
Nan-wei, British str., for Haiphong.  
Desai, British str., for Swatow.  
Kembira, British ship, for Takao.

**DEPARTURES.**  
October 21, CHASDALE, British str., for Saigon.  
October 21, OXUS, French str., for Europe.

## PASSENGERS.

## ARRIVED.

Per KONG Deng str., from Bangkok.—1 European, and 48 Chinese.

Per Zafiro str., from Manila.—Mr. Danby and 200 Chinese.

Per San Pablo str., from San Francisco and Yokohama.—53 Chinese, and 3 Japanese in steerage.

Per Amatista str., from Iloilo.—Captain and Mrs. Spencer, and 2 children, and 2 Europeans, each.

Per Merionethshire str., from Swatow.—Mr. Calisher, and 416 Chinese.

Per Greyhound str., from Pakhoi to 27 Chinese.

DEPARTED.

Per Keng Yung str., from Swatow.—Mr. Matheson, for Amoy.—Misses Horlick and Wedman. For Foochow.—Mrs. Rees.

Per Oxus str., from Hongkong.—For Saigon.—Mr. L. M. Adelus and Mohamed Ahsan. For Singapore.—Mr. and Mrs. C. Seton Lindsay and 2 children. Miss Bertha, Ludwig, Mr. Daniel A. C. Cook, and Mr. and Mrs. J. G. Fox. For Saigon.—Mr. W. G. Grice, for Pakhoi.

Mr. Pisselot's Trompe composed of ten persons, 5 men and 5 women.—For Marseilles, Rive Jules Onfis, E. Blenched, M. Banchere, and John Azzae. Meurs Knaff and Nevers. For Shanghai.—From Yokohama.—From Marseilles.—Mr. Andrew. From Saigon.—Mrs. Oliver.

RECEIVED.

The British steamer Zafiro reports left Manila on the 15th inst., and had fresh and strong monsoon with heavy swell and fine weather throughout.

The British steamer Amatista reports left Iloilo on the 17th inst., and had brisk N.E. monsoon and heavy swell throughout the passage with fine weather.

The British steamer Greyhound reports left Pakhoi on the 15th inst., Hollow 18th, and Macao 21st. Had fresh N.E. winds and fine weather. H.M.S. Foxhound at Pakhoi.

The British steamer Kingong reports left Bangkok on the 13th inst., and had variable and saline to Pakhoi. Bisterly well to Pakhoi; from thence to port strong N.E. winds and high seas.

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## NOTICE.

A. S. WATSON &amp; CO. FAMOUS AND DISPENSING CHEMISTS.

By Appointment to His Excellency the Governor and His Royal Highness the DUKE OF EDINBURGH, WHOLESALE AND RETAIL DRUGGISTS, PERFUMERS, PATENT MEDICINE VENDORS, DRUGGISTS' SUPPLIERS, AND MANUFACTURERS OF PRECIOUS WATER MAKERS.

NOTICE.—To avoid delay in the execution of Orders it is particularly requested that all business communications be addressed to the Firm, A. S. WATSON &amp; CO., HONGKONG DISPENSARY.

NOTICES TO CORRESPONDENTS.

Advertisements and notices which are not ordered for a fixed period will be continued and will be charged at the rate of 10s per column inch.

Orders for extra copies of the *Daily Press* should be sent before 11 a.m. on the day of publication. After that hour the supply is limited.

Communications on Editorial matters should be addressed "The Editor," and those on business "The Manager," and not to individuals by name.

Correspondents are requested to forward their name and address with communications addressed to the Editor, not for publication, but as evidence of good faith.

All letters for publication should be written on one side of the paper only.

## The Daily Press.

Hongkong, October 22nd, 1884.

The announcement of the blockade of the Formosa ports once more brings into prominence the anomaly of the present situation as between France, China, and neutral nations. The information, we understand, was telegraphed to the French Consul from Amoy, and details as to the exact character of the blockade have not yet been received. As published in the *Gazette* the announcement would lead to the inference that the blockade was an absolute interdiction of all trade with the ports in question. We think it very improbable, however, that this is what is really meant. The blockade is more likely to be of the same character as that established along the coast of Annam and Tonkin early this year. Under the terms of the notification issued on that occasion vessels were to obtain from the French men-of-war keeping the blockade permission to pass, provided they were carrying only lawful merchandise, contraband of war being excluded. It was provided, however, that no Chinese were to be carried on vessels entering the blockaded ports. If this latter provision were enforced in Formosa it would entail on the owners of vessels trading with the island the inconvenience of dispensing with the services of the Chinese members of their crews. The measure of formally notifying the blockade of the ports in Formosa has probably been taken in order to give the ships under Admiral Courteau the necessary authority to inquire more closely in case like that of the *Wilson*, if the accounts published in the Shanghai papers are correct, although flying the British flag, was actually the property of the Chinese Government and was carrying warlike stores. So far the French in their operations have evinced a desire to disturb as little as possible the trade of neutrals, and the probability is that the blockades of the Formosa ports will be carried out with a minimum rather than a maximum of interference with commerce. The practical inconvenience resulting from it may therefore not be very great.

But how will the notification of the blockade be construed by neutral powers? and how will that construction affect Hongkong? Until the receipt of Consul DARDENNE's communication on Monday the Hongkong Government had received no official intimation from either France or China that the two powers were at war, and the ships of both nations have been allowed to use the port as freely as in ordinary times. Will it be necessary to construe the blockade, of which official notice has been given, into an act of war? France denies that she is at war with China, and claims that she is simply taking reprisals, which is practically a distinction without a difference in this case, whatever it may be when looked at from a purely theoretical point of view by lawyers. There is such a thing as "a pacific blockade," which Mr. Fawcett tells us, in his work on International Law, is "a reprisal against the commerce of the constrained state." He mentions several cases in which this measure of constraint has been applied, namely—To Turkey, during the Greek Independence war, by Great Britain, France, and Russia, to compel the Porte to conclude armistice; by France on the Tagus in 1831, by Great Britain on New Granada in 1836, and on Buenos Ayres from 1833 to 1840 by France and from 1845 to 1850 by France and Great Britain. Third Powers have resented all the above-mentioned cases of pacific blockade in time of peace, but Mr. Fawcett says it is by no means an undisputed principle of international law. Into the latter question it is not necessary to inquire at present. The blockade is, in fact, and its legality is not likely to be seriously assailed by any third power. What we are now more immediately concerned with is its effect. Can that be called a pacific blockade which is coupled with bombardment and the destruction of fort? It is not pacific, must be warfare, and writers on international law tell us "a state of war may exist without a declaration of war." A London paper, writing on the situation, says—"At present British subjects and those of other States are absolutely free to do what they please and make the best of the troubles of the time. They can supply arms and ammunition to the Chinese, and, with the strictest impartiality, sell contraband of war to their French opponents; and these chances of profit, it must be confessed, tend to make some attempts for losses and perils in other ways. For, once the stage of reprisals is exchanged for that of open acknowledged warfare, the foreign residents become neutrals subject

to all the responsibilities and disadvantages of neutrals." It is to the interest of Hongkong that this exchange should be deferred as long as possible, but it is also the duty of the Government to observe strict neutrality. Moreover, knowing the light in which Chinese regard all "outer barbarians" it is important that no cause should be given them, by any neglect of the duties of neutrals, or claiming that their opinions as to the unfair dealing of foreigners are well-founded. It therefore becomes the duty of the Government to consider whether they ought to allow French ships to ride here for the expressed purpose of blockading the ports of a power with whom we are at peace and in treaty relations. The question is one of some difficulty. A telegram in the American papers states that Admiral Courteau holds his position in regard to the rights of neutrals as embarrassing that he has telegraphed to Admiral PERRON, Minister of Marine, for advice as to what course he shall adopt. If the Admiral finds his position with regard to the rights of neutrals embarrassing the position of neutrals with regard to the rights of the belligerents can hardly be less so.

The delivery of the American mail was begun at 8.30 yesterday morning.

We hear that the British claims arising out of the Canton Riot are likely to be paid next month.

The *Witers* has come over from the Kowloon side and taken up her birth in the man-of-war anchorage.

The Pacific Mail Co.'s steamer *City of New York* arrived the next American mail, left San Francisco on the 7th inst. for Yokohama and this port.

The Ocean Steamship Company's steamer *Jason*, from Liverpool, left Singapore on Monday morning, and may be expected here on or about the 26th instant.

The British barque *Nyssa*, which arrived at the 16th October from Newcastle, N.S.W., picked up three natives of New Guinea drifting in a native boat in lat. 3° S., and long. 133° E.

The Agents (Messrs. Bassell and Co.) inform us that the Union Line steamer *Alexander*, from London, left Singapore for this port on the 19th instant and may be expected to arrive here on the 26th instant.

No many persons after all seem likely to be brought under the strict laws now being brought up at the Police Court yesterday, on remand, on the charge of being suspicious characters, dangerous to the peace and good order of the colony, and were all discharged.

A Yokohama paper says that the Japanese Legation at Peking, which had hitherto been located in premises occupied by Chinese, was situated at the time of its recent visit for the other Legations, will be able soon to remove to a suitable building which is being erected at a cost of 30,000 yen.

The British steamship *Frigate* and the American steamer *Sea Gull* go over to Keelung docks to-day and the British gunboat *Hastings* comes out. The H.E.A.'s steamer *Gothic* goes to Aberdeen to-day and the British gunboat *Hastings* leaves to-day. Captain D. T. Leyte leaves the Cosmopolitan dock to-day.

We are requested to state that newspapers to the following addresses were posted too late for the French mail yesterday—

Read, Whitley & Co., St. Martin's Lane, London, E.C.  
Cane, R. W., Old Broad Street, London, E.C.  
Evans, F. W., Lloyd's Opticaline Hospital, London, S.E.  
Gibson, J. Wood, Ireland  
Hemsey, G. Cork, Ireland  
Hill, Mrs. King's Lane, Bradford, England  
Howard, Mrs. J. John's Wood, London, England  
James, Mr. W. B. Eccles, London, England  
O'Malley, Mr. E. Elleray, Liverpool, England  
Patterson, Mr. T. S. Gilroy, Faversham, Kent  
Underwood, Mrs. Southampton, England  
Young, Dr. Richard, Bognor, Scotland

The new Recration Committee of the Hongkong Volunteer Corps gave its first social evening on Monday, when the entertainment took the form of a smoking concert. Under the hands of the indefatigable Quinn, the building—at Headquarters was made to look exceedingly bright and pleasing, being well dressed in flags, while a portion of the wall was garnished in foil. The band, which was unable to march, was able to march in the form of a procession.

There was a good attendance of members of the corps, who were most appreciative and, everything went well the performance being remarkable good for a first attempt, showing that there is a lack of talent among our unpaid soldiers. Captain Grimes, who arrived here from Keelung yesterday morning, left the latter port on the 16th inst. and brings no news of any further fighting in Formosa. From what we could gather on board, however, some of the later reports which have come from Formosa appear to have but little foundation in fact. The French have not yet landed to seek any force overland to co-operate with the force ashore at Tamsui in fact, their small invading army has as much as can well look after at Keelung. That force consisted of 2,000, not 3,000 men, as was previously reported, and none can be spared from this number to undertake any expedition into the interior. If they are prepared to do any work beyond Keelung, it has already cut out for them within sight, only two or three miles away, where the Chinese have encamped and entrenched themselves upon the hills. The coal mines are not in the possession of the French at present; they are on the other side of the river; but it is intended to hold them shortly. What Quinn's Court intends to do, no one knows, for his intentions are never divulged even to his highest officers. It is pretty evident, however, that at present he can do very little, as he is short of both men and supplies, and has no instructions to act upon. Without a very considerable reinforcement of men he has not the strength to go any farther than he has done, it has been shown that he had not the requisite force to take Tamsui, which does not appear to have been very heavily garrisoned. The landing force is said to have been almost entirely composed of sailors and marines, and the cause of their retreat was the failure of their supply of ammunition. The transport Shamrock is now said to be on her way to Formosa, and perhaps she may renew their stock of ammunition, and also performed the greater part of the accommodation to the singers with equal success. Mr. G. Grimes lent some assistance to the public at joined Mr. D. T. Leyte, who had charge of the entertainment. Expenses were demanded for most of the items, but as the programme was somewhat lengthy, these were refused at first. However the audience would not be denied another verse of Major T. P. G.'s song, "The Sailor's Grave," which was given with original vivacity and fairly brought down the house. Gunner Swales also had to give the last verse, and the audience, though the others sang all did well, and the singing was exceedingly good. The only mishap was the firing away of some powder boxes which had been placed so as to make steps up to the stage from under the Major's feet as he was descending them, and he had a somewhat heavy fall, consequence, but happily was not much hurt. The following is the programme:

Planchard, David, Gunner Gooday and Mr. Grimes, "Let me like a Soldier Fall," Trumpeter.

Dast (Cornet), "How to our Mountains," Trumpeters Sampson and Caldwell.

Dee, "The Captain," Captain Stockwell.

Giles, "The Maying," Messrs. Stockwell, Dipple, and Osborne, Corporal, Sergeant, and Drummer.

Song, "The Old Bridge," Gunner Whitall.

Trio, "The Wreath," Captain Stockwell, Trumpeter Caldwell, and Gunner Whitall.

Giles, "Banish, Oh! Maiden," Messrs. Stockwell, Dipple, Osborne, Laumont, Caldwell, Whitall, Swales, and Powell.

INTERVAL.

Dast (Cornet), "How to our Mountains," Trumpeters Sampson and Caldwell.

Dee, "The Captain," Captain Stockwell.

Giles, "The Maying," Messrs. Stockwell, Dipple, Osborne, Laumont, Caldwell, Whitall, Swales, and Powell.

Song, "The Old Bridge," Gunner Whitall.

Trio, "The Wreath," Captain Stockwell, Trumpeter Caldwell, and Gunner Whitall.

Giles, "Banish, Oh! Maiden," Messrs. Stockwell, Dipple, Osborne, Laumont, Caldwell, Whitall, Swales, and Powell.

POLICE COURT.

21st October.

BEFORE MR. A. G. WISE.

ATTEMPTS ON DWELLINGS.

Chang Aching, coolie, was charged with entering the dwelling of one Wong Anhoo on the 1st floor of No. 32, East-street yesterday morning, with intent to commit a felony.

Achong had lately missed things from his quiet home and he set a trap near his door. On the 1st floor of No. 32, he fired a pistol at the window of the stain, and just as he got level with the iron bars, Achong grabbed him by the queue, and gave him into the custody of a district watchman.

The defendant had two previous convictions in his name, and he was sentenced to six months' imprisonment.

Achong, carpenter, was fined \$25, and in default of payment as committed to goal for a month for possession of burglarious implements.

Achong caught him dead of endeavouring to open the door of 4 houses in Lascar Row with a chisel on Monday night.

THE BOMBARDMENT OF PAGODA ANCHORAGE.

Monsieur H. G. Vorlouhant writes as follows to the *C. Daily News*:

"For the sake of all I intend forwarding the enclosed letter to the Times, and shall be glad if you will kindly insert it in your next issue."

TO THE EDITOR OF "THE TIMES."

"Sir.—Every foreigner living in China who has had an opportunity of reading the telegrams sent to the Times on the 23rd and 24th of August by Mr. Colquhoun, will feel

## LAWCUTTERS.

Lai Afuk, cook, was sentenced to six months' hard labour and two forfeitures for stealing a jacket, value 75 cents, from the dwelling of a water-cooler. He had been in prison some time before.

Leung Sam, coolie, was sentenced to goal for four days for breaking a lock of sugar from the property of a foreigner on the 20th inst.

In Aching, outside the Lee Yuen Sugar Factory, was committed for a fortnight's hard labour.

Chang Aching, was sent to goal for a score of clothes and a broadsword which he snatched from a house close by the scene of the fire on Saturday night.

The occupier of the house was taken, and when he awoke the things were taken. Dufour had a lock and arrested him. He was hung up outside the Lee Yuen Sugar Factory, and a lock was put on his neck.

Leung Aching, carpenter, was fined \$20, and sentenced to goal for a month for a score of clothes and a broadsword which he snatched from a house close by the scene of the fire on Saturday night.

When the English pilot, he was referring to the *Ying*, was sent to the Voile, he was told to go to the Voile, the ship for the moment, of Admiral Courteau.

Every one in Fowey, on Sunday, the 24th of August, was surprised to learn that the English admiral had sent a note to the Chinese admiral, asking him to give up his position as he had been ordered to do.

When the Chinese admiral had received the note, he had sent a note to the English admiral, asking him to give up his position as he had been ordered to do.

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Wearaw, 14th September.  
During an accident to the crew's carriage the  
officer who recouped the people recovered the case  
and shouted, "Long live the King of Poland!"  
The officer who recouped the carriage were  
arrested, but the crew subsequently obtained them  
to be released and presented them with fifty  
roubles.

LONDON, 17th September.  
In the rowing race for five miles on the River Thames  
at Southampton, the 18th crew, rowed by two sailors  
from the British Army, won the United States  
Saginaw Yacht Club. The American crew of the  
cutter "Uncle Sam" handled fourteen oars. The  
Southampton crew, although the Americans had  
a slight lead at the start, were soon ahead, the  
victorious winners by 200 yards. The time was  
the winning crew was 42 minutes, 50 seconds, while  
the Americans took three to one on the Americans. The Amateur Club this evening  
entertained both crews. Only six rows of the  
American cutter, and the "Uncle Sam" was never  
blown before. The crew of the flagship "Lancaster"  
were ready to back "Uncle Sam" from front  
to £100 to £1,000 sterling against any other boat  
in England.

PORTS.—Balkans.

It is reported that the Servian peasants on  
the Balkan frontier are preparing to invade

Kleist and seize the crops.

DUNDEE, 22nd September.  
Rev. Mr. Truelove, a Presbyterian clergyman  
of Dundee, has brought a legal suit  
against the "Fremont" for damage to  
his yacht during its stay in America.

Mr. Brown has also brought suit against the  
same paper, claiming damages for \$25,000.

VINCENT, 23rd September.  
An explosion of dynamite to-day in the Town  
Hall caused considerable damage. The Mayor  
has received messages from the Minister,  
stating that reprisals would be made if the  
explosion was due to the Anarchists. Stollmacher and  
Kammerer.

PALMERS, 23rd September.  
Lord Lyons, the British Ambassador to France,  
recently made an appeal to Prime Minister Ferry  
to open the Government ship-building yards  
in order to provide work for the starving  
population of the Seine valley. General Lord  
Lyons has no jurisdiction over the matter,  
but will refer the matter to Waller Russian,  
Minister of the Interior. It is stated that  
thousands of workmen are now out of employ-  
ment and serious rioting is feared.

COMMERCIAL INTELLIGENCE.

TUESDAY, 21st October.  
EXPORT CARGOS.

For steamship "Talimacca" sailed on the 20th  
October.—For London—\$8,500 lbs. congre-  
100,580 lbs. scented paper, 17,430 lbs. scented  
orange peels, 100 cases tobacco, 162 bags waste  
paper, 8 lbs. silk, 177 lbs. cotton, 1000 pieces  
cotton, 300 packages sundries. For London—50  
bags silk, 1 case silk, 1,224 bags hemp, 16 cases  
cigars, and 247 packages sundries.

OPUM.

Quotations are—

Malwa (New) ... \$550 per picul, alse of 24 officia.

Malwa (Old) ... 555 to \$60 per picul, alse of 24 officia.

Panna (New) ... \$550 per chest.

Panna (Old) ... 552 to \$555 per chest.

Bunares (New) ... 540

EXCHANGE.

On LONDON.—Bank Bills, on demand ... 3/8

Bank Bills at 30 days sight ... 3/8

Bank Bills at 4 months sight ... 3/8

Creditors at 4 months' sight ... 3/8

Documentary Bills at 4 months' sight ... 3/8

On PARIS.—Bank Bills, on demand ... 4/4

Creditors at 4 months' sight ... 4/8

On BOMBAY.—Bank 3 days' sight ... 2/24

On CALCUTTA.—Bank 3 days' sight ... 2/24

On SHANGHAI.—Bank, sight ... 7/24

Private, 60 days' sight ... 7/24

SHANGHAI.—Shanghaibank—107  
per cent premium.

Union Insurance Society of Canton, Limited—  
\$500 per share.

China Traders' Insurance Company's Shares—  
\$50 per share. Buyers—

North China Insurance Co.—1,400 per share.

Taiwan Insurance Association—\$141 per share.

China Insurance Company, Limited—\$150 per  
share, ex dividend.

Otai Insurance Company, Limited—\$143 per  
share.

Castor Insurance Office, Limited—\$30 per  
share.

Hongkong Fire Insurance Company's Shares—  
\$50 per share. Buyers—

China Fire Insurance Company's Shares—\$61 per  
share. Buyers—

Hongkong and Whampoa Dock Company's  
Shares—43 per cent prem. Sellers—

Hongkong Canton and Macao Steamboat Co.'s  
Shares—\$22 per share premium.

Indo-China Bank Navigation Co.'s Shares—  
25 per cent discount.

China and Manile Steamship Company, Limited—  
25 per cent discount.

Douglas Steamship Company, Limited—Per  
nominal.

Hongkong Gas Company's Shares—\$84 per  
share.

Hongkong Hotel Company's Shares—\$145 per  
share.

China Sugar Refining Company, Limited—\$16  
per share. Buyers—

China Sugar Refining Company (Debentures)—  
annual.

Luzon Sugar Refining Company, Limited—\$70  
per share.

Hongkong Gas Company's Shares—\$160 per  
share.

Hongkong and Manile Bakery Company, Limited—  
\$100 per share.

Perak Tin Mining and Smelting Company—  
\$42 per share.

Selangor Tin Mining Company—\$33 per share.

Penang Coal Manufacturing Company, Limited—  
\$100 per share.

Chinese Imperial Loan of 1881—30 per cent dis-

HONGKONG TEMPERATURE.

(From Messrs. Fairlie's Co's Register)

October 2nd.

Temperature—9.4 ... 74

9.5 ... 75

9.6 ... 76

9.7 ... 77

9.8 ... 78

9.9 ... 79

10.0 ... 80

10.1 ... 81

10.2 ... 82

10.3 ... 83

10.4 ... 84

10.5 ... 85

10.6 ... 86

10.7 ... 87

10.8 ... 88

10.9 ... 89

10.10 ... 90

10.11 ... 91

10.12 ... 92

10.13 ... 93

10.14 ... 94

10.15 ... 95

10.16 ... 96

10.17 ... 97

10.18 ... 98

10.19 ... 99

10.20 ... 100

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10.31 ... 111

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10.68 ... 148

10.69 ... 149

10.70 ... 150

10.71 ... 151

10.72 ... 152

10.73 ... 153

10.74 ... 154

10.75 ... 155

10.76 ... 156

10.77 ... 157

10.78 ... 158

10.79 ... 159

10.80 ... 160

10.81 ... 161

10.82 ... 162

10.83 ... 163

10.84 ... 164

10.85 ... 165

10.86 ... 166

10.87 ... 167

10.88 ... 168

10.89 ... 169

10.90 ... 170

10.91 ... 171

## EXTRACTS.

THE POET AND THE PEERS.

"CLEAR THIS WAY."

The following poem by Mr. Algernon Charles Swinburne appears in the Pall Mall Gazette:

Over the way, my lords and ladies! You have had your day;

Give you have your answer—England's yes against may;

Long enough your House has held you up and clear the way!

Last and falsehood, craft and traffic, precedent and gold,

Deeds of courtesy, lies of harlot, promises bought and sold,

Give you heritage of Empire over thrones of old;

Now that all these things are rotten, all their gold is rust,

Quenched the pride they lived by, dead the faith, and cold the last,

Shall their heritage not also turn again to dust?

By the grace of these they reigned, who let their sons their way;

By the grace of these what England says her lords may;

Till at least he may go forth against them—clear the way!

By the grace of these, in treason known, have lived and died;

By the force of fear and folly fools have fed their pride;

By the strength of sloth and custom reason stands abated;

Let perchance your reckoning on some latter day be worse;

Hail and harken, Lords of Land and Prince of the Purse;

Be the tide be full that comes with blessing and with curse;

Where we stand as where you sit scarce falls a sprinkling spray;

But the wind that swells the wave that follows none abideth;

Spread no more of sail for shipwreck; out and clear the way!

## BATHING AT BRIGHTON.

Most people who go on the West pier at Brighton (says Mr. Richard Jeffries in the Pall Mall Gazette) walk at once straight to the farthest part, and then go round and round the bath in a circle like a horse tethered to an iron pin, or else sit down and admire those who do go round and round. It is the nature of a ground swell to be exceedingly deceptive. Sometimes the waves are so far apart that the sea actually looks smooth as the surface of a polished dining-table; still present there appears a dip. Now slowly approaching, and a wave of considerable size comes in, advancing exactly like the crease in the oil which the house-maid spreads on the table—the air rolling along underneath it forms a linear induction of the ground swell. These unexpected rollers are capital at upsetting boats just touching the beach; that is broad and round the occupied by the water in a second. Along the yellow line where sand and pebbles meet there stood a gallant band in gay uniforms facing the water; some tall and stately, some tall and slender; some well developed and firm on their limbs; some gentle in attitude, even in their war dress; some fat, perhaps forty or fifty, perhaps more, ladies, a splendid display of womanhood in the bright sunlight. The eye had but just time to receive these impressions as it were with a blow of the camera—instantaneous photographs—when, boom! the ground swell was on the third, heavens, what a change! They disappeared. An arm projected here, possibly a foot yonder, treacherously on the surface of the wood, but bodily they were gone. The whole rush from end to end was overthrown—

—more than three hundred yards, buried, interred in water like Pharaoh's army in the Red Sea. Crash! It has come on them like a mountain. The wave was clear, so beautifully coloured, so cool and refreshing, had struck their delicate bodies with the force of a ton weight. Crestless and smooth to look at, in reality that treacherous roller weighed at least a ton to a yard. Down went each fair bather as if hit with shot from a Gatling gun. Down she went, frantically, and vainly grasping at a useless rope; down with water driven into her nostrils with a fragment, a tiny blade of seaweed forced into her throat, choking her; crush on the hard pebbles, no feather bed, with the pressure of a ton of water overhead, and the strange rushing roar it makes in the ears. Down she went, and at the same time was dragged head foremost, sideways, anyhow, but dragged—ground along on the bitter pebbles some yards higher up the beach, each pebble leaving its own particular bruise, and the suspended sand filling the eyes. Then the wave left her, and she awoke from the watery nightmare to the bright sunlight and the hissing foam as it subsided, prone at full length, high and dry like a stranded wreck. Perhaps her head had tapped the wheel of the machine in a friendly way—a sort of genial battering ram. The defeat was a perfect rout; yet they recovered position immediately. I fancy I did see one slip limply to cover; but the main body rose manfully, and, locked their way with delicate feet on the hard, hard stones back again to meet their inevitable fate. The white ankles of the blonde gleaming in the sunshines were distinguishable, even at that distance, from the fresh tint of the brunettes beside her, and these again from the swarthiness of still darker ankles, which did not gleam, but had a subdued colour like dead gold. The foam of a lesser wave ran up and touched their feet submissively. Three young girls in pink clustered together; one crouched with her back to the sea and glanced over her timorous shoulder. Another, less weary, ran up and left a fringe of foam before them. I looked for a moment to see and saw the smash roll heavily, the big wave was coming. By now the bathers had gathered confidence and stepped a little way at a time closer and closer down to the water. Some even stood where each lesser wave rose to their inevitable fate. The white ankles of the blonde gleaming in the sunshines were distinguishable, even at that distance, from the fresh tint of the brunettes beside her, and these again from the swarthiness of still darker ankles, which did not gleam, but had a subdued colour like dead gold.

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